

# The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5813.

號十月三十一年二十八百八十一英

HONGKONG, FRIDAY, MARCH 10, 1882.

日一廿月正年午士

PRICE, \$2 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAOR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STUART & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BETES HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—MUSCO, MEISSA A. DE MELLO & CO., Suzhou. CAMPBELL & CO., Amoy. WILSON, NICHOLAS & CO., FOSHOW, HENGH & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Banks.

COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th of 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID UP.....£3,200,000.  
RESERVE FUND.....£800,000.

HEAD OFFICE—14, RUE BERGERE,

PARIS.

AGENCIES AND BRANCHES at:  
LONDON, BOURBON, SAN FRANCISCO,  
MARSHALLS, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOSHOW,  
MELBOURNE, and SYDNEY.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

MESSRS C. J. HAMBRO & SON.

The Hong Kong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

F. COCHINARD,

Agent, Hongkong.

Hongkong, February 8, 1882.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 % per Annum.

" 6 " 4 % "

" 12 " 5 % "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.

RESERVE FUND.....2,100,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DALRYMPLE, Esq.

Deputy Chairman—H. D. C. FORBES, Esq. H. HOPFUS, Esq. W. REINERS, Esq. Hon. F. B. JOHNSON. F. D. SASSOON, Esq. A. MC'Ewen, Esq. M. E. SASSOON, Esq. A. MILLER, Esq. W. S. YOUNG, Esq.

CHIEF MANAGER.

Hongkong, Thomas Jackson, Esq.

MANAGER.

Shanghai, Ewen CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Office of the Corporation,  
No. 1, Queen's Road East.

Hongkong, February 15, 1882.

## Notices of Firms.

### NOTICE.

THE INVESTMENT and RESPONSIBILITY of Mr. W. KEEFOOT HUGHES in our Firm ceased on the 31st December last. The BUSINESS will be carried on, under the same Style, by Mr. WILLIAM LEGGE and Mr. EDWARD JONES HUGHES.

HUGHES & LEGGE.

Hongkong, January 14, 1882.

### NOTICE.

WE have appointed AGENTS for the MITSU BUSSAN KAISHA, of Tokyo, at this Port.

GEO. R. STEVENS & CO.

Hongkong, February 1, 1882.

## Notices of Firms.

### NOTICE.

M. R. FREDERICK DEBLIS BUSH is Admitted a PARTNER in our Firm, from this date, and Mr. GEORGE H. WHEELER is authorized to sign our Name.

RUSSELL & CO.

China, 1st January, 1882.

### NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by MEISSA KYNOCH & CO., of WITTON, near BIRMINGHAM.

MEYER & CO.

Hongkong, August 13, 1881.

### NOTICE.

THE Undersigned has been appointed to sell by Public Auction,

TO-MORROW,

the 11th March, 1882, at 2 p.m., at his Sales Rooms, Pedder's Wharf,—  
A FINE COLLECTION OF OLD KWANTCHAU, CHINCHENG, OLD CRACKLE, CUTCHOW, FIVE-COLOUR PORCELAINWARE, &c., &c. OLD SILK SCROLLS, SWORDS, BRONZES, &c., &c.

Catalogues will be issued previous to the Sale, and the above will be on view To-day.

G. R. LAMMERT,

Auctioneer.

Hongkong, March 10, 1882.

### PUBLIC AUCTION

OF  
OLD CHINESE AND JAPANESE  
CURIOS,  
a part of the Collection of a  
MANDARIN AT CANTON.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 11th March, 1882, at about 3.30 p.m., at his Sales Rooms, Pedder's Wharf,—  
A QUANTITY OF  
PHOTOGRAPHIC VIEWS,  
by Baron STILLEFRIED, of Yokohama, comprising—

ALBUMS OF VIEWS IN JAPAN, PANORAMAS, COSTUMES, &c., &c. OF JAPAN (COLOURED AND PLAIN) &c., &c.

TERMS.—As customary.

G. R. LAMMERT,

Auctioneer.

Hongkong, March 7, 1882.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 14th March, 1882, at 2 p.m., at his Sales Rooms, Queen's Road,—  
SUNDRY CURIOS,  
belonging to  
the Estate of the late KONG A-CHEE,  
comprising—

OLD BRONZES, SANGU DE BOU VASES and INCENSE BURNERS, ENAMELED OR PORCELAIN, SUNDRY VASES and OTHER CURIOS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, March 7, 1882.

### To Let.

TO LET.

OFFICES in No. 13, QUEEN'S ROAD CENTRAL, "KURRIEAN," NO. 10, ALBANY ROAD.

Apply to

DAVID SASSOON, SONS & CO.

Hongkong, February 15, 1882.

### For Sale.

FOR SALE—JUST RECEIVED.—  
BEST INDIAN SILVER JEWELERY, of various kinds.

INDIAN CASHMERE SHAWLS.

SMOKING CAPS.

RUMPOORE CHUDRIES and CASHMERE CLOTH, imported, for LADIES' DRESSES.

AT MODERATE PRICES.

N. M. KHAMISA,

8 and 10, Peel Street.

Hongkong, January 28, 1882.

### FOR SALE.

ABOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal "BOURGEOIS TYPE," No. 19, (somewhat worn but in fairly good condition).

Apply to

OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

### FOR SALE.

MESSRS W. & J. LOCKETT'S Celebrated BRANDS, TERRAFLA's Export PALE ALE, and FINDERLEY'S DUBLIN STOUT in Pint and Quart.

FINS OLD PORT, in Cases of 1 dozen.

Also,

SILVER MOUSSEAU (Vins de CHAMPAGNE), in Cases 2 dozen. Pints and 1 dozen Quarts.

GEO. R. STEVENS & CO.

Hongkong, February 4, 1882.

### FOR SALE.

A. J. ULES, M. M. M. & Co.'s CHAMPAGNE Quarts.....\$17 per 1 doz. Cases. Pints.....\$18 per 2 doz.

GIBB, LIVINGSTON & CO.

Hongkong, November 1, 1882.

## Intimations.

### SIXTH DRAWING.

Chinese Imperial Government  
Eight per Cent. Loan  
of 1878.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Offices of the HONGKONG and SHANGHAI BANKING CORPORATION, in Hongkong and Shanghai, on the Eighth day of March, 1882, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. HENRY SMITH, Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

325 Bonds Nos.:

8 830 1673 2253 2928

15 831 1675 2257 2934

17 849 1683 2263 2936

## For Sale.

**MacEWEN, FRICKEL & Co.**

HAVE RECEIVED FOR SALE.

**CHRISTMAS STORES AND NEW AND SEASONABLE GOODS.**

EX FRENCH MAIL STEAMER.

MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COSASQUES.

CALLAND &amp; BOWEN'S CONFECTIONERY.

BUTTER SCOTCH.

HONEY SCOTCH.

ROSE TOFFEE.

LEMON TOFFEE.

ROSE'S LIME JUICE CORDIAL.

PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

EX STEAKER "Glenfiddich."

STILTON CHEESE.

YORK HAMS.

CHRISTMAS CAKES.

TEYSSONNAU'S DESSERT FRUITS.

ALMONDS AND RAISINS.

SMYRNA FIGS.

PINCHIO TONGUES.

FILBERTS.

COOCOA.

VAS HOUTEN'S COCOA.

LIEUTENANT &amp; EEF'S COCOA.

FRENCH PLUMS.

HUNTELL &amp; PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINGEMERAT.

CHOCOLATE-MENIER.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &amp;c.

WINES AND SPIRITS.

CHAMPAGNES—

HEIDMICK'S MONOPOLE &amp; WHITE SEAL.

VEUVE CLICQUOT PONSARDIN.

JULES MUMM &amp; Co., pints &amp; quarts.

CLARETS—

CHATEAU LA ROSE, 1/2 &amp; quart.

CHATEAU LAPITE, " "

IMB. GRAVES, " "

BREAKFAST CLARET, " "

SHERRIES &amp; PORT—

SAUCONY'S MANZANILLA &amp; AMON-

TILLADO.

SAUCONY'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &amp;c.—

1, 2 &amp; 3 STAR HENNESSY'S BRANDY.

BITQUET DUTOUR &amp; CO.'S BRANDY.

FINE OLD BOURBON WHISKY.

ROYAL GLENDEE WHISKY.

CHARTRUSE.

MARASCHINO.

CURACAO.

ANGOSTURA.

BOHEMIA'S ORANGE BITTERS.

&amp;c., &amp;c., &amp;c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &amp; J. BULKE, pints and quarts.

PILSENER BEER, in quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogheads.

EX AMERICAN MAIL.

FRESH ROLL BUTTER.

Eastern and Californian CHEESE.

Bonchess CODFISH.

Prime HAMS and BACON.

Russian OAVIARE.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickeled OX-TONGUES.

Family PIG-PORK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Beau Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson &amp; Robbin's Celebrated Potted MEATS.

Richardson &amp; Robbin's Curried OYSTERS.

McCart's Sugar LEMONADE.

Clam CHOWDER.

Green TURTLE in 2 lb cans.

&amp;c., &amp;c., &amp;c.

YACHT &amp; PICNIC SUPPLIES.

C ALIFORNIA RACKER COMPANY'S BISCUITS in 5 lb tins, and loaves.

Alphabetical BISCUITS.

Fancy Sweet Mixed BISCUITS.

Ginger OAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALLY SELECTED CIGAR B.S.

Fine New Season's CUMSHAW TEA, in 5 and 10 ozs. Boxes.

BREAKFAST CONGO @ 25 cents p. lb.

SHIPCANDLERY of every Description.

RIGGING and SAIL-MAKING promptly executed.

Hongkong, January 25, 1882.

## Intimations.

**NETHERLANDS INDIA STEAM NAVIGATION COMPANY.**

On and after the 1st Proximo, the Company STEAMERS will monthly between AMOY, HONGKONG, and BATAVIA direct, taking cargo at through rates for JAVA PORTS.

The STEAMERS will not for the present call at MACAO, MANILA or MACASSAR.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, March 1, 1882.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

(Under the Management of WILLIAM JARDINE, MATHESON &amp; Co. of China.)

CAPITAL, £1,200,000. Divided into 120,000 Shares of £10 each. Present Issue, £500,000, in 60,000 Shares.

Of this issue, 18,000 fully paid up Shares will be allotted in the terms of the Agreement and Memorandum, of the Memorandum and Articles of Association, and the above-mentioned Valuation, can be inspected by intending Subscribers at the Offices of the Directors of the Company, Messrs. FLEISCHFELS &amp; WILLIAMS, 5, Bank Buildings, E.C.

Copies of the above Agreement and Memorandum, of the Memorandum and Articles of Association, and the above-mentioned Valuation, can be inspected by intending Subscribers at the Offices of the Directors of the Company, Messrs. FLEISCHFELS &amp; WILLIAMS, 5, Bank Buildings, E.C.

If no allotment is made the deposit will be returned, and if a smaller number of Shares is allotted than applied for, the surplus of the deposit will be applicable to the payment of the amount due on allotment. If any instalment is not duly paid the allotment will be liable to cancellation, and the payments previously made to forfeiture.

Application for Shares must be made in the Form accompanying this Prospectus, and forms may be had at the Offices of the Company, and of the Brokers, Messrs. HOLLAND, BALFOUR &amp; HAMILTON, 2, Cudham Court, Old Broad Street, London.

William STRANG STEEL, Esq., 6, East India Avenue, London, Messrs. STEPHENS &amp; CO., Bankers.

THOMAS REID, Esq., of Messrs. ALEXANDER REID &amp; Sons, Glasgow.

JAMES MAGANDREY, Esq., 3, Lombard Street, London, of Messrs. MATHESON &amp; Co., Gow &amp; Co.

WILLIAM KESWICK, Esq., 3, Lombard Street, London, of Messrs. JARDINE, MATHESON &amp; Co., China and Japan.

JAMES MCGREGOR, Esq., 1, East India Avenue, London, of Messrs. McGREGOR &amp; Co.

GEORGE H. P. TARRANT, Esq., 1, Lombard Street, London, of Messrs. TARRANT &amp; CO., Bankers.

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THOMAS H. P. TARRANT, Esq., 1, Lombard Street, London, of Mess

fully appreciated. If any feeling of confidence, ancient possible complications, can be assured to British interests in China, which, by Trade Statistics, are paramount, our end will be accomplished in the following descriptions:—

**North Point Battery.**—This is the only fortification on the island in anything like a completed state. The *boma* work, which comprise the guns, emplacements, magazines (shell and cartridge stores), and other necessary structures have apparently just been constructed.

The defences proper, such as fosses, scarping, &c., have yet to be done. The gun-mounting is now in progress—a sub-division of labor which pertains to another branch of the Service. These armaments, it is necessary to mention, consist of three 12-ton guns. We would not be justified in proceeding further on this head. But, for the benefit of non-professional readers we may be excused for affordings a few unobjectionable particulars. These guns are fitted with the most recent appliances, many modifications being due to Colonel Papillon, which we are glad to state, have found favor with military experts far and wide. The gun-platforms, on which there is provision for the recoil of the gun-carriage, move on a pivot of unique design, in a stone-built concentric with an emplacement of 13 feet 6 inches radius. One of these guns has a sweep of 180°, that is, through a semi-circle. The magazine is below the level of the emplacement; a lift and other arduous ministering labor is involved. The charges raised are conveyed by means of troties, so that the gun may be used in any position within the limit mentioned. It is hardly necessary to add that the shell and cartridge stores are bomb-proof, and that every provision is taken for safe intercommunication by means of covered ways. This description will enable general readers to follow us through the series which the scope of the subject entails. With regard to the object, this battery is intended to act in conjunction with a similar work on Kowloon Dock to partially command the Lye-moon Pass, as well as to bombard Kowloon City should the unpleasant necessity for doing so ever arise. The combined fire of these two batteries could concentrate on any vessel which managed to escape through the Eastern Straits into the harbour-basin, unless it took shelter in one or other of the inlets on either side of Low's Promontory. To prevent this proceeding, there will be—

**Quarry Point Battery,** which will also have three guns most likely of the same calibre as those referred to as being mounted on the North Point Fortification. The site has been already chosen, and the plans are in active preparation, which have, however, to be submitted for approval and sanction at Home before the work can be commenced. The main object of this construction is to thoroughly command the Lye-moon Pass. All the indentations along the opposite Chinese coast, capable of affording hostile shelter will be under its fire, which can also be directed in conjunction with North Point on Kowloon City. In the selection and design of these two defences the consideration has been given to the important fact that they will effectually cover the only part of the mainland, where a Chinese army could be collected for offensive purposes against the Island of Hongkong. The land route from Canton is said to be adapted to this end, and even suitable for the passage of mountain guns.

#### EDITORIAL NOTES.

No excuse is required for again referring to the application of the Police Inspectors for an increase of pay, as it is apparent that they have not been treated with that fairness which every public servant is entitled to expect. We may mention a few facts which go to show that their application was a justifiable one. The commission which was appointed in 1871 by Sir Richard MacDonnell to inquire into the efficiency of the police, and whose report was presented to Sir A. Kennedy, in 1872, strongly recommended an increase of pay to Inspectors, pointed out the peculiarly grave responsibilities cast upon such officers, and added that every individual should be held out to attract and keep really capable and trustworthy men. On that recommendation a slight increase of pay was given, but this was far less than that recommended by the Commission. From 1873 up to the present time the increase in the population and in the business carried on in the Colony has been very great, and the duties of the Inspectors have become greater in proportion, but no addition has been made to their pay, although that pay was considered, even in 1872, to be too small. Beyond this increase in their duties, owing to the rapid extension of the Colony, they have had, at the cuttings, the duties of Registrars of births and deaths thrust upon them, without any additional remuneration being given. The Captain Superintendent and the head of the Registrar General's department each draw a salary for the suppression of gambling, but the men who do the work are allowed to run the risks of this dangerous duty without reward of any description. Besides all this, the rate of exchange has fallen materially, although the price of the necessities of life has risen considerably, and this constitutes a serious deduction from the small pay they are in receipt of at present. Taking these facts into consideration, we are of opinion that a great mistake has been made in refusing to grant the addition asked for, as the Colony runs the risk of losing men whose services have been and are very valuable, whose long experience of the police work of the Colony and the habits of the criminal class enables them to discover and trace crime with wonderful accuracy, and who have done much towards

making the police force of the Colony what it is. One peculiar hardship which attaches to the post of Inspector is that, owing to the slowness of promotion a man may have to serve his full term in the third class, performing the same duties as the first and second grade Inspectors, and perhaps equally well, but receiving a much lower rate of remuneration. This is manifestly unfair, and we would suggest that the third class should either be abolished altogether, or that only a short term of service be required in it, in order that the new duties should be thoroughly mastered, and at the expiration of a stated period the Inspector would take his place in the second class. This would to a certain degree obviate the hardship at present felt. A cutting criticism on the above-handled policy adopted is to be found in the fact that the European force is at present upwards of twenty men short, and that although efforts have been made for the past seven or eight months by the Crown Agents at Home, who have visited the principal towns in England and Scotland, to secure that number of men, they have utterly failed in their endeavours. This is probably owing to the fact that men drafted from Home have found out that the pay of \$40 given here is hardly equivalent to the money they had been receiving of which fact they have informed their friends at Home. It cannot be supposed, considering the manner in which they themselves have been treated, that the inspectors and sergeants about to go on leave will make very strenuous efforts to induce men to come out here. We think it would have only been the commonest wisdom on the part of the Captain Superintendent, knowing as he must the circumstances of the case, to have endorsed the application, the unyielding of his opposition to which he may discover when it deserves.

which is measured on the straight. But what will, we believe, be an important consideration, locally, and elsewhere in China—say, (e.g.) from Hongkong (Kowloon) to Canton—is the minimum attained in the radius of curvature, 25 feet, which low-limit is easily worked. Such small curves tend greatly to reduce the cost of a line in hilly districts, by keeping embankments and cuttings within reasonable dimensions. What has succeeded in three hundred and fifty different places all the world over, during the past two years, should succeed in China with greater certainty than elsewhere, now that the country is rising above the level of the conservatism that has hitherto been so prejudicial to progress.

The House of Commons has had many momentous and violent disputes with the House of Lords, and has proved itself fully able to guard, keep, and, if need be, to increase its ancient privileges and rights. Of late years the Lords have on several occasions evinced a strange desire to revive some of the power they have lost, and to interfere unduly with the legislative work of the Lower House. But we believe their pretensions to appoint commissions to enquire into the working of the Land Act, when opposed by government, and their endeavour to legislate for the Lower House, are without precedent certainly in late years. The last is an unwarrantable assumption of the rights and privileges of the Commons, and is as odious and stupid as it is unwarrantable. It would be beneath the dignity of the Commons for a single moment to consider such a bill requiring the hon. members to do certain things. It can only be intended to harass the present government in dealing with the Parliamentary Oath Question, and as such will be treated as it deserves.

#### REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]  
(Per E. E. A. & C. Telegraph Co.'s Line.)

THE BI-METALLIC STANDARD.  
LONDON, March 9.

An influential meeting at the Mansion House has adopted Resolutions in favor of Bi-metallic Standard.

#### LOCAL AND GENERAL.

THE next FRENCH MAIL, bringing London news to the 3rd Feb., may be expected to arrive on Monday, the 13th instant.

ORDER OF SERVICE AT THE UNION CHURCH  
SUNDAY, MARCH 12TH.

Hymn 271, Tune, page 122; Psalm 40, Tune, page 46; Hymn 454, Tune, page 200; Hymn 245, Tune, page 112; Hymn 102, Tune, page 49.

The steamer *Eulis*, *Nova*, and *Gratia* docked at Aberdeen to-morrow morning, and the steamer *Moray* goes in.

We would remind our readers that the performance of "Il Trovatore" is advertised for to-morrow evening.

INFORMATION has been received by the Agent of the M. M. Co. that the S. S. *Natal* left Saigon for Hongkong yesterday (Thursday) at 4 p.m. She passed Capo St. James at 9 p.m. same day.

We would warn the public to be careful in accepting coined dollars, as a large quantity of spurious coins of that description is at present floating about. The ones we have seen are exceedingly difficult to detect.

YESTERDAY afternoon a fire of a dangerous character broke out at Sui-ki Wan. The flames which originated in a house occupied by Chinese spread rapidly, and in the course of half an hour reduced eight houses to ashes. The local fire brigade, under Inspector Mackie, turned out, and did their utmost to stop the progress of the fire. Nothing of much value was inside the houses, which belonged to grass-cutters, and were principally stored with grass. The damage is supposed to amount to about \$500.

We are glad to notice that comparatively good metal is again in use for mending the roads. That part of the Queen's Road lying between the City Hall and the eastern guard-house is being repaired in the best style. Although we are glad to notice a return to the use of better metal, we are surprised at the waste of time and the slopers of iron. The greatest recommendation is its extreme portability, which has induced us to devote more space to a technical subject that would be otherwise available. The gauge, or width of way, ranges from sixteen to thirty inches; and, what should command it to local attention, that the traction employed may either be horses, bullocks, or men; with the alternative of steam-motive-power, if the traffic render such necessary. The required outlay for permanent way and rolling-stock, important factors in such enterprises, is reduced to a minimum. The work throughout is of metal, (no wood is used except in some descriptions of the rolling-stock,) the rails being of "rolled" steel, and the sleepers of iron. The greatest recommendation is its extreme portability, which has induced us to devote more space to a technical subject that would be otherwise available. The gauge, or width of way, ranges from sixteen to thirty inches; and, what should command it to local attention, that the traction employed may either be horses, bullocks, or men; with the alternative of steam-motive-power, if the traffic render such necessary. The required outlay for permanent way and rolling-stock, important factors in such enterprises, is reduced to a minimum. The work throughout is of metal, (no wood is used except in some descriptions of the rolling-stock,) the rails being of "rolled" steel, and the sleepers of iron. 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## Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

**T**HIS S. S. DELGIC will be despatched to San Francisco via Yokohama, on SATURDAY, the 11th March, 1882, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

A REDUCTION of 25% made on all RETURN PASSAGE ORDERS ISSUED.

CORPORAL INVOICES to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

FOR further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

CHAS. H. HASWELL, JR., Agent.

Hongkong, February 16, 1882.

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## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLE, AND PORTS OF BRAZIL AND LA PLATA;

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

**O**N MONDAY, the 13th day of March, 1882, at Noon, the Company's S. S. SINDH, Commandant LEUGERKE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until

Non of 12th March.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th March, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Consignments and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 3, 1882.

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MITI BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE AND INLAND SEA.

**T**HIS S. S. SUMIDA MARU, Captain T. HIRAKI, due here on or about the 13th Instant, will be despatched as above on FRIDAY, the 17th March, at 4 p.m. Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing. No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken; otherwise they will not be recognized.

RATES OF PASSAGE.

TO KOBE, \$6.00 \$15.  
YOKOHAMA & NAGASAKI, 75 20.  
SHANGHAI VIA YOKOHAMA, 120 40.  
" KOBE, 95 30.

A REDUCTION is made on RETURN CABIN

PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further particulars, apply at the Company's Office, Praya Central, West Corner Pottinger Street.

H. J. H. TRIPPE, Agent.

Hongkong, March 7, 1882.

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## SHARE LIST.—QUOTATIONS.

MARCH 10, 1882.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividends.	Closing Quotations.	Cash.
<b>BANKS.</b>								
HK. and Shui Bank.	40,000	\$ 125	\$ 125	\$ 2,100,000	\$ 63,639.45	40	* 113 %	
<b>INSURANCES.</b>								
Nth. China Ins.	1,000	TL 2,000	TL 600	TL 238,600	TL 261,604.91	TL 75	TL 1,175 p. sh.	
Yangtze Ins.	1,200	TL 350	TL 350	TL 500,488	TL 18,447.66	12 1/2	TL 880	
Union Ins. Soc.	500	\$ 2,500	\$ 500	\$ 381,787	\$ 437,088.58	\$ 144,278	\$ 1,600	
China Traders Insurance.	600	\$ 10,656.56	\$ 500	\$ 476,000	\$ 91,528.49	20%	\$ 1,600	
O'Con Ins. Office	10,000	\$ 250	\$ 50	...	...	...	\$ 85 per share	
Chinese Ins. Co.	1,500	\$ 1,000	\$ 200	\$ 100,378	\$ 42,869.70	62	\$ 270	
HK. Fire Ins.	2,000	\$ 1,000	\$ 200	\$ 823,842	\$ 263,403.72	\$ 75	\$ 350	
China Fire Ins.	4,000	\$ 500	\$ 100	\$ 403,632	\$ 144,535.91	18%	\$ 235	
<b>STEAM C. PANAMA.</b>								
HK. C. and M. Steamboat.	8,000	\$ 100	\$ 75	\$ 135,000	5%	* 824 prem.		
<b>MISCELLANEOUS.</b>								
HK. & Wh. poa Dock.	10,000	\$ 125	\$ 125	\$ 110,000	\$ 3,180.53	4%	* 52	
HK. and China Gas Co.	5,000	£ 10	£ 10	7,489	...	...		
Hongkong Hotel.	2,000	TL 100	TL 100	...	...	...		
China Sugar Co.	6,000	TL 100	TL 100	...	...	...		
Hongkong Ice Co.	1,250	TL 100	TL 100	...	...	...		
Hongkong Bakery	600	TL 50	TL 50	...	...	...		
<b>LOANS.</b>								
Chi. Imp.	1,874	£ 6	276	£ 6	100	all	8 %	
"	1877	£ 16,040	£ 2	100	all	8 %		
"	1878	£ 8,890	TL 500	all	8 %			
"	1881	£ 8,505	TL 500	all	8 %			
Sugar. Debentures.	600	£ 800,000	all	8 %	June & Dec.	3 1/2 %	prem.	

\* For half-year ended 31st Dec., 1881. + To 30th April, 1881. \* For year 1880.

+ For half-year ended 30th June, 1881. \$ For year 1881.

## INSURANCES.

**YANGTZE INSURANCE ASSOCIATION.**

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 Reserve Fund upwards of £ 120,000 Annual Income £ 250,000

**Directors.**

F. B. FORD, Esq., Chairman.  
W. M. BOYD, Esq., Vice-Chairman.  
J. H. PINCKNEY, Esq.  
F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI,  
MESSRS RUSSELL & CO., Secretaries.

LONDON BRANCH,  
MESSRS BARKING BROTHERS & CO.,  
London.

RICHARD BLACKWELL, Esq., Agent.

68 and 69, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a Charge of 12% for Interest on Shareholders' Capital, all the Profits of the Underwriting Business are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & CO., Agents.

Hongkong, May 20, 1882.

10082

NO. 11 BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO., Agents.

Hongkong, January 1, 1882.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Polices at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Polices issued for long or short periods at current rates.

Life Department.

Polices issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO., Agents.

Hongkong, July 25, 1872.

THE Tenth Volume of the "CHINA REVIEW."

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. | PAID-UP, £200,000.

PAID-UP RESERVE FUND, £20,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & CO., Agents.

Hongkong, January 1, 1882.

NOTICE.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & CO., Agents.

Hongkong, July 1, 1881.

NOTICE.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship EANGALORE, Captain C. FEARCE, with Her Majesty's Mails, will be despatched from this for BOMBAY, on TUESDAY, the 21st March, 1882, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of departure.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of departure.

Silk and Valuables for Europe will be transhipped at Point de Galle; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Galle.

For further Particulars, regarding FREIGHT and PASSAGE, apply